

DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
YELLOWSTONE NATIONAL PARK  
YELLOWSTONE PARK, WYO.

THE SUPERINTENDENT

Copy from

FILE 143.

MONTHLY REPORT  
for  
June, 1918.

Incomplete. Pages 1 & 2 missing. See office file for these.

Mr. Smiley  
Complete except "Jan" part.  
Sinner

CONDITIONS FOR THE MONTH OF JUNE.

✓ The mean temperature for June was 59.7, which was 5.7 warmer than normal. The excessive heat caused the snow to melt very rapidly, and the resultant high water did much damage to roads and bridges in the park and vicinity. 2.97 inches of rain fell during the month, which was 1.55 inches more than normal, and the heavy rains added to the flood condition. A copy of the Monthly Meteorological Summary is enclosed herewith.

✓ Due to exceedingly high water, the road through Gardiner Canyon was washed so as to be impassable after June 10th. This was in the locality of the Gardiner Slide, and it will be impracticable to use the road again until after the new road around the slide is built. The temporary road over the old target range is in use, and when dry is quite practicable, but for a few hours after a hard rain it is not only dangerous but sometimes practically impassable for motor cars. On June 11th the bridge across Lamar River, on the road between Tower Falls Station and the Buffalo Farm, was washed away, and since that time the only travel to Cooke City has been by relays, using automobiles that were between Cooke and the bridge, and crossing the river in a cage arranged on a wire cable with pulleys, or on horseback since the river began to go down.

✓ On the night of the 11th of June, the railroad between Gardiner and Livingston was so badly damaged at several points that we had no train from June 12th to June 21st, inclusive. No mail was received June 12th to 15th, inclusive; on June 16th one pouch of letter mail was received through the kindness of a resident of Gardiner, who brought it from Livingston in his automobile; on June 16th Mr. A. W. Miles brought one pouch from Livingston, and on June 19th to 21st it was brought through by automobile under a special contract arranged by the Post Office Department.

✓ The regular park season opened on June 25th, but it was not until June 17th that it was definitely known that the hotels would not open. On the opening day the roads were open for travel except via the Cody entrance and between Canyon and Tower Falls, and up to the 8th instant the regular travel returned from Canyon to Mammoth via Norris. The first cars

came in through Sylvan Pass on July 24, but had to be dragged across two huge snowbanks with ropes, and only within the last day or two has the road been repaired so as to be safe for regular travel.

#### EMPLOYEES.

A total of 19 permanent and 1 temporary employees were carried on the pay roll during the month of June, namely: one chief clerk, (Acting Superintendent) one clerk, one chief scout, six scouts, one buffalo keeper, one assistant buffalo keeper, one buffalo herder, two telephone switchboard operators, one lineman, one electrician, one assistant electrician, one laborer, one plumber, and one temporary assistant electrician. There was also employed one temporary first-class park ranger from June 11 to June 30; one temporary scout from June 24 to June 30; and also one clerk from June 23 to June 30.

Scouts Pound and Larson were dropped at the end of May and employed as engineers (truck drivers) during June. They were again taken up as scouts July 1st.

In addition to the above one small crew was engaged during the month in constructing a firelane from Gardiner, Montana, to Blough Creek, up the north bank of the Yellowstone River, and another crew was engaged in cutting out that part of the north boundary line of the park from Gardiner east, and marking the line in the open by monuments. The first crew finished on June 17th, and the second crew worked until the end of the month. A special report will be mailed later.

One man was employed as an irrigator by the day at the buffalo farm, repairing ditches and assisting with general farm work, and an irrigator was employed by the day at Gardiner part of the time watering the alfalfa field.

A 4-horse team with driver were employed on Lamar River at the buffalo farm during the month seeding meadow land, and another heavy 4-horse team with road grader was employed there for 11 days, building an irrigation ditch to water meadow land.

Distribution: Chief Scout McBride and Scout Trischman put in the most of the month in patrolling the west side of the park on Madison River, the northwest corner on the West Gallatin River, and assisting in locating the new ranger station at the



northwest entrance and getting material on the ground to build it. Scouts Brooks and Little patrolled the southern part of the park, and in the vicinity of Mammoth Hot Springs, Electric Peak, and the northern border, and looked after the horses on pasture. Scout Dowling was stationed at Tower Falls Station, taking charge of that territory and making a specialty of hunting wolves and coyotes, and the predatory animal hunter of the Biological Survey, Donald Stevenson, worked with him until he was drafted, on June 8th. Scout Smith and Scout La Roche were used for the special work of checking automobiles, and two additional temporary rangers, R. H. Wisdom and D. F. Mattson, were also employed for this special purpose.

The buffalo keeper, his assistant and the herder, were on duty at the buffalo farm, caring for the tame buffalo herd, assisting and overseeing the seeding of meadow land, and doing general police and other work incident to the spring months.

Other employees were on duty at Headquarters, maintaining and operating telephone lines, water system, and power plant, buildings, etc.

420 telephone poles were cut and delivered at the roadside by contract, and the lineaman was charged with the supervising and inspection of this work in addition to his other duties.

LEAVES OF ABSENCE: No leaves of absence were granted during the month of June.

#### ANIMALS. DOMESTIC.

Surplus domestic animals were kept on grass on Lapine Creek under fence during the month.

#### GRAZING.

Due to plenty of rain, the grazing was most excellent at all points. In addition to the domestic animals belonging to this Department, and a few pack and saddle animals hired for the work of cutting out the northern line of the park, the camping company brought in about eighty saddle and work horses

on June 11th, which saddle horses they kept at Canyon for hire to tourists. Their milk contractor, John Kauer, brought in a total of 184 cows, calves, and bulls, for furnishing the Camping Company with fresh milk. The milk cows were given the tuberculin test by veterinarians of the U. S. Bureau of Animal Industry June 22 to July 4.

#### FIRE.

✓ No forest fires occurred in the park during June.

#### FISH.

11 Fishing was excellent in most localities in the park, and was enjoyed by many tourists and residents. The Yellowstone Park Camping Company employed fishermen to catch fish from Yellowstone Lake for the camps, under authority of June 11. The U. S. Fish Commission sent one of their men to Soda Butte on June 11th, to collect eggs of the blackspotted trout from a small lake in that vicinity, but after the Lower Bridge washed out this work was abandoned as impracticable, and he joined their usual forces at the hatchery on Yellowstone Lake, which was occupied a little later, and where the usual work is now going on.

#### IMPROVEMENTS.

✓ Since it was definitely decided that the hotels would not open this season, the hotel company has made no improvements in the park, and have no employees here except keepers, who also represent the transportation company to some extent, and two Chinese laborers who are still keeping up the truck garden on the Gardiner River, which was started early in the spring for furnishing vegetables to the hotels. The company has been to considerable expense on account of this garden, and is endeavoring to make arrangements to turn it over to some other company, or Government interest located here, at a figure considerably less than it has cost.

✓ No particular improvements by the Transportation Company were noted during June. This company was prepared to furnish all necessary transportation in the park as fast as the roads were opened, and on July 24 furnished a car which took out a detachment of ten soldiers who shoveled out a large

drift at the north end of Thurston Pass, so that this road could be opened.

The Yellowstone Park Dumping Company had crews engaged in setting up camps, and furnished accommodations to private automobile tourists, several days before the season was formally opened. They have a number of men at work making improvements at Mammoth and Upper Geyser Basin Camps, but are unable to get sufficient men to get ahead with the work very rapidly. At the Upper Basin an extension to the dining room, which was begun after the close of last season, is still under way. At Mammoth a large commodious building for office and amusement room is nearly completed, and improvements to the grounds are contemplated.

Improvements to roads, bridges, etc., under the District Engineer, are shown by enclosed copy of his report for June.

The following work was accomplished under this Department during the month of June.

The roof to the annex to the power plant was repaired by regular employees on the 7th.

The concrete floor to the power plant was painted by regular employees.

The pipe line between the reservoir and power plant was painted one coat with special paint, by a painter hired by the day for the purpose.

Material was procured, hauled under great difficulties, due to very bad condition of a very poor road, and a new ranger station, 16 x 50 feet, with kitchen annex 16 x 16 feet, built at the northwest entrance, to take the place of the Gallatin station, which was burned last March. The interior work is still to be done.

The alfalfa field at Gardiner was kept irrigated during the month by a man hired by the day for the purpose.

Sixty-five acres of ground, that was plowed last season at the buffalo farm in Lamar Valley, were disced, harrowed, and sowed to oats, the work being done by a special 4-horse team and driver hired for the purpose, except the



sowing of the seed, which was done by the regular employees at the Buffalo farm. 120 acres of ground in the same locality was disced and partially harrowed.

A main ditch, about half a mile long was built to carry water to these fields, by a special heavy 6-horse work team, with driver, graderman, and one laborer.

Two small crews continued the work of cutting out the north boundary line of the park, up to the end of the month, and succeeded in finishing about 12-1/2 miles, - from the 15 mile-post to half a mile east of the 27 mile-post. Special report will be submitted later. Similar work contemplated on the northwest and northeast corners of the park had to be abandoned as men could not be procured to do it.

Bids were solicited for constructing entrance gateways at the western and eastern park entrances, and for a ranger cabin at the Cooke City (northeast) entrance, but no offers could be procured.

Since the high water, which began about June 11th, washed out the Lamar River bridge and portions of the Cardiner-Cooke road between the Buffalo Farm and the northeast corner, the three principal mining corporations interested in the Cooke mining district have been at work restoring the bridge and road so it can be traveled. This work is still being carried on, supplies and men being carried across the Lamar River by means of a drape which runs on a wire cable.

Mr. R. I. McKay has his crew of men working on the new bridge, and also has a small survey crew in the field, locating a route for his proposed metal surfaced railway.

#### MINING TRANSMITTED.

Report of monies collected, transmitted, due, etc., is inclosed on the regular blank form.

#### NATURAL HISTORY.

No important changes were noted during the month.

### VISITORS.

Report of travel for June, made on the regular blank, is inclosed. This compares with former years as follows:

	1916	1917	1918
Regular transportation company.....	1570	917	242
Private automobiles.....	446	585	915
Private campers.....	576	54	63
Licensed campers (Wagons and saddle horses).....	11	--	--
Miscellaneous.....	<u>42</u>	<u>5</u>	<u>3</u>
Totals.....	2644	1561	1223
Number of automobile tickets issued..	151	171	259

It is noted that the travel with the regular transportation company is comparatively very small, while that with private automobiles has about doubled. This is probably due to the fact that travel by rail is being discouraged, and that the word was circulated about the middle of June that the hotels would be closed. The travel by private automobile would have been considerably larger had the eastern entrance road been opened, as quite a number of cars waited in Cody and in vicinity for the road to open, finally coming in on July 2d.

The condition of the temporary road now being used between Mammoth and Gardiner after heavy rains has seriously interfered with travel on a few occasions, as the grades are steep, and the wet clay renders it very slippery at times. Generally speaking, however, the transportation service has been handled very satisfactory. Accommodations at the camps have generally been good, and I have received but few complaints. Occasionally a complaint was registered that tourists were not getting the drive through Dunraven Pass to Mammoth, which they had paid for, coming via Norris instead, and until this road was declared safe for travel on July 8th, I was obliged to explain that this was not the fault of the transportation company. Some explanations have also been necessary relative to visitors having to pay for their own meals at Yellowstone and Cody entrances, as indicated in your telegram of June 21.



Special visitors were noted as follows:

Mr. C. Clyde Baldwin, District Engineer, Water Resources Branch of the United States Geological Survey, Boise, Idaho, arrived June 23d to inspect water gaging stations and make arrangements for further work along that line.

Lieutenant Everett Judson, of the United States Public Health Service, arrived at Gardiner on June 8th with his corps of assistants and the laboratory car "Hamilton", and from that time until he left, on June 19th, he was engaged in collecting specimens of drinking water throughout the park, and testing its purity, as per your letter of January 12, 1918, with inclosures from the Treasury Department. His reports have not been received, but he made some suggestions to the Camping Company as to how to improve the quality of its water supply at Upper Basin, which have been acted upon.

Messrs. Jas. E. Neely and E. F. Chase, veterinarians of the Bureau of Animal Industry, were in the park June 22 to July 4, giving the tuberculin test to all milk cows used to furnish fresh milk to patrons of the Camping Company, as authorized by your telegram of May 19th. They have not submitted a report, but informed us verbally that they found the herd in a very satisfactory condition, and no "re-actors".

Mr. George E. Goodwin, Civil Engineer of the National Park Service, arrived via the western entrance on June 27th, to assist in taking over the improvement work in the park.

Mr. E. W. Child, President of the Yellowstone Park Transportation Company, visited the park June 5th and again on June 19th, in connection with the business of the Transportation Company.

#### WILD ANIMALS.

All reports indicate that the wild animals were in first-class shape, with plenty of natural food. The elk were reported as moving back to their summer ranges in large herds June 5th to 15th. I traveled 979 miles in the park during June, and on every trip I invariably saw elk and deer, and usually bear, and other small interesting wild animals. 4

fair number of calves are noted with the elk cows.

Bears are numerous and troublesome. A large black one had to be killed at Morris on June 20th, to protect life and property. It is practically impossible to prevent people from feeding and playing with the bears, since there is no restriction imposed by the regulations, and the result is that they soon get tame, dangerous, and have to be killed. We have a great many complaints of depredations by bears.

Five coyotes and four wolves were killed during June by the special hunters employees for the purpose. The depredations of these animals were not quite so much in evidence as they had been during the winter.

The tame buffalo herd has been grazed outside of the fenced fields on Lamar River, and while they have not been close-herded, the keepers have kept in close touch with them. Fifty-two calves have thus far been born in the herd this year. A four-year-old bull was found dead on Specimen Ridge on June 10th, and a four-year-old cow was found dead in the same locality on July 1st. In both cases the animals had been dead too long to permit of a post mortem examination to determine the cause of death, but it was likely through accident or eating poison weeds. On July 1st the herd numbered 377 head.

During the month one of the Department's saddle horses was found dead in the pasture on Blacktail Deer Creek by Scout Brooks. It had been dead for some time, was very much bloated and had been torn by coyotes. Scout Brooks is of the opinion that the horse died by eating poisoned food. A certificate will be forwarded later in connection with our property records.

#### PROTECTION AND CARE OF GAME.

No reports of poaching or other depredations were received during the month.

#### SANITATION AND DISEASE.

In addition to the sanitary work done by Lieutenant Judson, in connection with the testing of drinking water in the park, which has previously been noted in this report, the only work accomplished in this direction was the occasional cleaning

up of public camps and earth closets, and general police of grounds at Headquarters and camps, etc.

#### ACCIDENTS.

On June 10th, Mr. Joe Schmidt, one of the permanent employees of the Yellowstone Park Transportation Company, who lives at Mammoth Hot Springs, tried to turn his "Dodge" touring car around at a narrow place in the road near the "Needles" on the edge of the canyon of the Yellowstone River, about a half a mile from Tower Falls Station. The road was so narrow and the canyon so deep that he took the precaution to have all of his family and friends get out of the car, and states that his gears jammed as he was going ahead close to the precipice, and he could not stop. He did, however, manage to scramble out just as his car went over into the canyon, which is so deep and unbroken at this point that so far it has been impossible to even determine just where in the canyon it landed, and whether it is still there or struck the Yellowstone River and has gone down. The latter is most likely. In addition to the loss of the car, the heavy wraps, etc., of the party had been left in it and were also lost.

#### BIRTHS.

On June 27, a daughter was born to Mr. and Mrs. Raymond S. Little. Mr. Little is one of our scouts.

#### PROPOSED WORK.

Completion of locational and pictorial index.

Special care and maintenance of wild animals and buffalo herd, and raising hay for same.

Maintenance and repair of telephone lines, buildings, water and sewer system, and power plant.

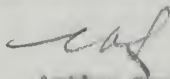
Policing public camps and providing them with wood for camp fires.

Taking over all improvement work formerly under the



War Department, as provided for by recent act of Congress,  
organizing a new force for same; also organizing a force of  
park rangers to take the place of troops that are to be taken  
out of the park.

Very respectfully,



Acting Superintendent.

Inclosures:

*Copies Circulars*

*June 24*

*" 10 Auto Engrs*

DEPARTMENT OF THE INTERIOR

YELLOWSTONE NATIONAL PARK

OFFICE OF SUPERVISOR

XXXXXXXXXX Superintendent

Yellowstone Park, Wyo., June 10, 1918

Special instructions for handling  
Automobile traffic at the entrance stations.

1. The ranger stationed at each entrance for the purpose of issuing automobile permits will be held responsible for this work, and for funds collected from sale of such permits. Soldiers so stationed are charged with the duty of registering the occupants of such automobiles, when entering. It is desirable however, that the men co-operate, as the hours will necessarily be long.
2. All permits issued will be at the same rate, namely, \$ 7.50 for automobiles and \$2.50 for motorcycles, and are good for any entrance and for the whole season. therefore the originals will not be taken up when parties leave the park, as they may be needed again by the holders.
3. The rangers issuing permits at the several entrances must phone the report of the proceeding day's business to the office of the Superintendent, at Headquarters, as follows: No. of permit, No. of Passengers Carried, and Remarks.
4. A carefull record must be kept, showing the number of automobiles and motorcycles leaving your entrance and the permit number of each permit and the number of passengers. This report will be given daily, with the one mentioned above.
5. When permits are used A second time by the permittee, the number of the permit and the number of passengers carried as shown by it shuld be recorded, this report also must be given daily, as to cars both entering and leaving the park.
6. The names and adresses of all persons entering the park by private automobile must be registered in the book provided for that purpose.
7. The Park Superintendent is authorized untill further notice to waive payment of the fee required for the use of the park roads by automobiles in the cases of automobiles driven by officers of the United States Government, the officers of any state in the Union, and the officers of any county which abuts upon the park, when upon official business. Such officers will be required in all cases to satisfy the Superintendent of the park or his representative in charge of the issue of permits of thier identity and of the official nature of thier business. Such officers will be required in all cases to have thier permits limited to the length of time required for the transaction of their business. Such officers permit issued under this authority shall have notation made on stub of same as to the complimentary character of the permit, with the name and official destination of the permittee and the State and license number of automobile.

DEPARTMENT OF THE INTERIOR  
YELLOWSTONE NATIONAL PARK

OFFICE OF SUPERVISOR  
XXXXXXXXX Superintendent

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8. A book is provided for the record of all permits issued showing (1) Date issued, (2) No. of permit, (3) Amount collected, (4) Number of passengers carried, (5) Make of automobile, (6) State where automobile license was issued and the number of the license.

9. No permit may be used that has any erasure or changes on whatever. In the event that a mistake has been made by the ranger making out the permit he must write across the permit (full face) "Cancelled"; giving the date, etc., and sign his name, and it must not be used. These permits will be accounted for when the book is used up.

10. SCHEDULES AND REGULATIONS: The schedules and regulations as laid down for the season of 1918 will govern, in all cases except where exceptions are made by special authority from this office. The automobiles and trucks of the U.S. Engineer Department (distinguished by marks U.S.E.D.) have special authority to travel the roads in either direction at any time, and authorized to pass vehicles of the regular transportation company that have stopped or are loitering along the road for any special purpose.

11. Rangers will furnish each car registered in with paster for license shield, circular of information, and such verbal information as may be required. Patience and politeness under all circumstances shall be observed.

12. No one showing signs of intoxication will be permitted to drive a truck or automobile in the park.

Very Truly Yours

*E. A. Snodgrass*  
Acting Superintendent.